The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4598 | 光緒三十年六月初六日 | MONDAY, JULY 18, 1904. | 一拜禮 | 香港英文七月十八號 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $16,500,00.
Silver Reserve .....$ 6,500,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. | N. A. Siebs, Esq.
Hon. W. J. Gresson. | H. W. Slade, Esq.
A. Haupt, Esq. | C. A. Tomes, Esq.
H. Schubart, Esq. | E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£ 1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | J. Focke, Esq.
Creasy Ewens, Esq. | G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 4th February, 1904. [B

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37=about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD $10,000,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA
AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAVA ..... S. Barcham	About 22nd July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA ..... C. C. Talbot, R.N.R.....	About 22nd July	Freight and Passage.
SHANGHAI.....	NUBIA ..... F. N. Tillard.....	About 28th July	Freight and Passage.
LONDON, &c.....	BALLAARAT .... C. R. Longden, R.N.R.	July 30th, Noon	*See Special Advertisement.*

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th July, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can also be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ HEINRICH	WEDNESDAY, 31st August.
GNEISENAU	WEDNESDAY, 14th September.
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.

ON WEDNESDAY, the 27th day of July, 1904, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th July, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,
MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are to be had in Hongkong from LANE, CRAWFORD & CO. ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.

REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced workmen under
SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1904. [38

ROSBACH,
A NATURAL MINERAL WATER.

BOTTLED AT THE SPRING,
NEAR HAMBURG.

Telephone No. 75.

EMPRESS OF TABLE WATERS.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD,
Hongkong, 14th July, 1904 [42

Intimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to the taste, is stimulating in its effects, is easily assimilated and digested. Bovril contains blood-enriching and muscle-building properties. Some of the leading athletes of the day train on Bovril.

BOVRIL

779]

TRADE MARK.

TELEPHONE No. 136.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [728

PO CHEUNG & Co.,
昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [833

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON HOTELS.
A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

27]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.
For Particulars apply to

THE MANAGER

30]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons		THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	"	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276	"	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	"	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	"	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	"	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	"	TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300	"	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

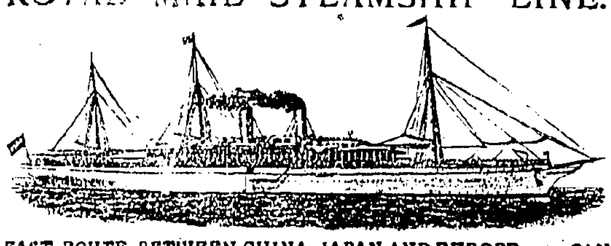
Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th July, 1904. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	2,440 Tons		WEDNESDAY, 20th July.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 3rd August.
" "TARTAR"	4,425	"	WEDNESDAY, 10th August.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 24th August.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 21st September.
" "ATHENIAN"	2,440	"	WEDNESDAY, 5th October.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New-York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 13th July, 1904 [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st July.	Freight.
BADENIA Roerden	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th August.	Freight.
SPEZIA (ex BAMBERG) Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August.	Freight.
ANDALUSIA Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept.	Freight.
SCANDIA (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 15th July, 1904 [6

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 5th January, 1904. [56

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [58

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain	R. D. Thomas.
" "POWAN,"	2,338 "	"	G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	"	W. A. Valentine.
" "HANKOW,"	3,073 "	"	B. Branch.
" "KINSHAN,"	2,860 "	"	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons,.....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half of July	JAVA PORTS	23rd July
TJILATJAP...	JAVA PORTS	Second half of July	SHANGHAI AND JAPAN	23rd July
TJIMAHI.....	" "	First half of August	" " "	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 18th July, 1904. [14

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

C. W. CLARK,

EUROPEAN PHOTOGRAPHER,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vœux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1905. [785

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

[50]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) .....$0.80 per lb.
EYSSEN CHEESE in Tins ..... 0.75 the tin.
GOUDA CHEESE (Edam) ..... 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE	Per Bottle	$1.50
CHERRIES " "	" "	1.50
ASSORTED FRUIT " "	" "	1.50
CHERRIES IN BRANDY	" "	1.75
APRICOTS " "	" "	1.75
PLUMS " "	" "	1.75

CRYSTALLIZED FRUIT of the First Quality at $1.50 the Box of 1 lb.

We specially recommend the above to amateurs and *connoisseurs*.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of $45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904. [707

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

EASTERN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375lbs. net $4.75 ex Factory.
In Bags of 250lbs. net $2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. 1783

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902. [29

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [32

GO TO THE

KOWLOON HOTEL
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

[33]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. 31

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

Intimations.

THE CANTON LAND COMPANY, LIMITED.

THE SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Offices, No. 14, Des Vœux Road, Hongkong, on SATURDAY, the 23rd July, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 23rd July, 1904, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th July, 1904. [847

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754

LADY, (Married), requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bar.

Apply—
"BOX,"
C/o This Paper.

Hongkong, 15th July, 1904. [840

THE
ROBINSON
PIANO
Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE

SAMPLES
OF
UPRIGHT PIANOS
RACHALS,
STUART,
&c., &c., &c.,
—AND—
BABY-GRANDS,
BY
WINKELMANN,
(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [39

Intimations.

SHANGHAI-NANKING RAILWAY LOAN

For £3,250,000 Sterling of which £2,250,000 (less £750,000, already applied for, and which will be allotted in full)
are now offered for public Subscription in London
bearing interest at 5 % per annum
and carrying
20 % Surplus Profit Sharing Bonds.

AUTHORISED BY IMPERIAL CHINESE GOVERNMENT EDICT.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, are authorised as Agents for the British and Chinese Corporation Ltd., to invite subscriptions for £1,500,000, Sterling Bonds, of the above loan.

The price of Subscription is 97 1/2 per cent payable as follows:—

5 per cent on Application.
20 per cent on Allotment.
20 per cent on 23rd August, 1904.
15 per cent on 20th September, 1904.
15 per cent on 18th October, 1904.
22 1/2 per cent on 22nd November, 1904.

97 1/2

The SUBSCRIPTION LIST will be opened in LONDON on MONDAY, the 18th July, and closed on the following day.

Applications will be received at this Office, and wired to London not later than NOON on TUESDAY, the 19th inst. and should be accompanied by a deposit of 5 % on amount applied for.

For the Hongkong and Shanghai Banking Corporation.
J. R. M. SMITH,
Chief Manager.

Hongkong, 16th July, 1904. [846

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1904. [830

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.
General Agents for the West Point Building Co., Ld.

Hongkong, 12th July, 1904. [831

ESPECIAL OLD TOM GIN.
Marshall and Elvy's
Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904. [608

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depôt, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [52

TRADE MARKS REGULATIONS.

(Specially Translated for the Shanghai Mercury.)

The Board of Commercial Affairs recently compiled draft regulations for the registration of Trade Marks in China. There is another draft originally compiled by Sir Robert E. Bredon and forwarded to the Board of Commercial Affairs through Sir Robert Hart but the Board of Commercial Affairs compiled the following draft quite independent of the first draft made by Sir Robert E. Bredon, it was the intention of the Board to submit the new draft regulations to the Throne for Imperial sanction. The Board of Foreign Affairs, or the Waiwupu having, however, suggested that the draft had better be approved by the Powers concerned before submitting it to the Throne, the Board of Commercial Affairs laid the draft before the foreign representatives in Peking. British and Japanese Ministers replied to the said Board that they had already sent the draft to their respective home governments for approval.

In any case the new draft regulations will be the basis of the regulations to be adopted as final with a few modifications. The question of registration of trade marks is important to local firms. It is important to know what steps are being taken by the Chinese authorities since the provisions were made by China in the new revised treaties with Great Britain, U.S., and Japan.

Article I.—Either a Chinese subject or a foreigner shall register trade marks in accordance with the stipulations of these regulations. A trade mark shall have a "special feature" which is to be made up with either picture, characters, or signs, or of their combinations.

Article II.—The Bureau of Registration, which will be established by the Board of Commercial Affairs, will take control of the administration of the registration of trade marks. The Imperial Chinese Maritime Customs at Tientsin and Shanghai will temporaily provide branch offices for the Bureau of Registration. An applicant may apply through these branches as he deems convenient.

Article III.—An applicant shall present application for registration of a trade mark to the Bureau of Registration or through either one of the branch offices at Tientsin and Shanghai.

Article IV.—An application for registration of a trade mark shall contain specimen of trade mark applied for registration, the detailed explanation of the same and also kind of goods, for which the trade mark is intended to be used, which shall be classified according to the classification of goods attached to these regulations. When an application is to be made through one of the branch offices aforesaid a duplicate of such application shall accompany it.

Article V.—The Bureau of Registration will examine an application at least three months from the date of application so as to see if there is any infringement with a trade mark of any other person. In case there is no infringement such a trade mark shall be duly registered.

Article VI.—In case similar or identical trade mark be applied for registration to be used on the same kind of goods the one which applied earlier will be registered but if both applications were made at the same hour of the same date both trade marks will be registered.

Article VII.—A trade mark already registered in a foreign country will be treated as a registered trade mark from the date of original registration in case registration of the trade be applied for within four months from the date of the registration in the foreign government.

Article VIII.—The following are not allowed to be registered as trade marks:—

1. A trade mark injurious to the order or morality or recognised as for defrauding innocent public.

2.—Stamp or seal of the State (such as the Seal of the State, stamp or seal of all the Yamens, etc.), national flag, military or naval flag or decorations.

3.—A trade mark which is already registered by another person or a trade mark which is same as one already used in China as common trade mark at least for two years before an application for registration was made or a similar trade mark already used on a same kind of goods.

4.—A trade mark which has no "special feature."

Article IX.—A trade mark can be registered for twenty years for his exclusive use without any distinction between a Chinese subject or a foreigner. A trade mark already registered in a foreign country which has been registered in China according to these regulations can be registered for the original term in a foreign country but such term shall not exceed twenty years.

Article X.—At the expiration of the term of registration further registration shall be made six months before such expiration in case the owner of the trade mark wish to continue to have exclusive use of the trade mark for another term.

Article XI.—When an owner of a registered trade mark wishes to own the trade mark conjointly with or transfer to another person such shall be applied for registration.

Article XII.—If a registered trade mark be found to conflict with the stipulations of 1, 2, and 4 of Article VIII. of these regulations such registered trade mark shall be cancelled from registration.

Article XIII.—When a registered trade mark be found conflicting with the stipulations of Article VI. or 3 of Article VII. an interested person may apply for cancellation or registration of such registered trade mark, but if such application is not made within three years after such a registration was made it will not be accepted.

Article XIV.—When application for registration of a trade mark is not in order the Bureau will reject such application by giving the reasons for such a rejection,

Article XV.—If an applicant is not satisfied with the reasons given by the Bureau for the rejection of an application he may appeal to Bureau for re-examination within three months from the date of the first rejection.

(To be continued.)

ENGLISH SPRING HATS.

When Spring and bright weather may reasonably be hoped for, the milliners make haste to show the New Season's styles, and happy ladies make haste to discard the Hats that have seen the wear and tear of winter's rains and fogs.

FIGURE I.

Figure I. shows one of the new chip hats in green and blue, trimmed with soft bronzy plumes, a band of velvet circling the crown. Under the brim, a bandeau of green velvet raises the left side of the hat, and is trimmed with a feather falling well down upon the hair at the side.

Such a hat is well fitted to show up a clear, healthy skin. Sallow faces cannot meet these bright colours. But who, after all, need be pale and sallow? Nowadays Dr. Williams' pink pills are known to Women both in Town and Country, as givers of Beauty as well as health.

Beauty, in woman at least, largely a matter of regular health. Women who suffered in silence for years have found in these pills a magic touchstone of comfort as well as beauty. Anæmia, or lack of blood, the cause of so many headaches as well as of the pale lips, colourless cheeks, loss of appetite, breathlessness on slight exertion, and other common ailments among women, is cured by the new blood which Dr. Williams' pink pills for pale people give in every dose. And the frequent headaches, pains in the side, and general misery which come so frequently to almost every woman, making them invalids for four or five days at a time, vanish like magic when these pills are taken at the right time. Spring is a season when we all need new blood as well as New Hats.

Figure I. Chip Hat in Green and Blue.

Figure II. Crimson Straw with Ruche.

Figure III. Toque in Crinoline Straw.

FIGURE II.

is a crimson straw hat, trimmed with a thick rucheing of picked-out glace silk of the same bright hue. A large bow joins the ruche at the back, in the centre of which is a bright ornament with osprey. Trimming the bandeau at the left side, under the brim, is a spray of green leaves, completing a typical Spring Hat. Now that nearly everyone knows something of the scientific importance of pure and healthy blood, it has come to be quite a fashionable custom to forestall the disturbing influence of Spring weather by renewing the blood with a course of Dr. Williams' pink pills. They not merely stave off illness, but also give positive results in the shape of good looks, bright eyes, and regular health. Having no purgative effect, they may be taken with perfect confidence by men and women of all ages. The case of a young lady—Miss Harriet Nash—at Wilmcote, near Stratford-on-Avon, England, is interesting. Her mother said of her that she had been so weak from anæmia that she could hardly climb the stairs to her bedroom. She presented an awful sight—pale as a ghost, with sunken eyes and hollow cheeks. All her spirit left her, and she would mope about the house looking the picture of abject misery. Her relations and friends never expected her to live. However, Dr. Williams' pink pills were brought to her notice, with the result that she commenced to take them. The effect was miraculous. Miss Nash immediately began to get well. Her appetite improved, she put on flesh, the colour returned to her cheeks, and in a very short time one would have thought that she had enjoyed nothing but robust health from early childhood. She was literally rescued from the brink of the grave.

Here is a very ordinary case. Many have suffered in just the same manner and been cured by the same means. Dr. Williams' pink pills may be had direct by post from Williams' medicine company, Holborn-viaduct, London, for two shillings and ninepence, or six bottles thirteen and nine; but they can be bought at medicine shops, if you take care to get Dr. Williams' and no substitute. They have cured thousands of cases of anæmia, bile, consumption, rheumatism, kidney disease, paralysis, and St. Vitus' dance and can be cut into pieces and given to children according to directions. They are of special value to women when they feel ill and do not like, for reasons known, to themselves, to see a doctor. To return to the subject of our illustrations,

FIGURE III.

is a toque of crinoline straw, with a rouleau of black velvet, the trimming consisting of velvet ribbon, set up in loops, into which should be stuck a couple of quills. A smarter and more becoming Hat for the Spring Season can hardly be wished for. [44

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from A. H. MANCELL, Esq., to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 20th July, 1904, at 2 P.M. sharp, within his residence, Kimberley Road, Kowloon,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

PLUSH-COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, MOROCCO-COVERED SOFA and CHAIRS, MARBLE-TOP HATSTAND with BEVELLED GLASS, OIL PAINTINGS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BOOKCASE, WHATNOTS, DOUBLE and SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP BUREAU with BEVELLED GLASS, TOILET SETS, CHEST-OF-DRAWERS, WARDROBES, MARBLE-TOP WASHSTANDS, &c., &c.;

ALSO

One COTTAGE PIANO by Collard and Collard, London (in good order and condition);

AND

A Great Assortment of PLANTS in POTS.

TERMS:—As usual.

Catalogues will be issued.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th July, 1904. [844

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by PUBLIC AUCTION, ON THURSDAY, the 21st July, 1904, at 11 A.M., at THE CENTRAL POLICE STATION'S COMPOUND,

SUNDRY OBSOLETE AND CONDEMNED STORES.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 16th July, 1904. [845

FOR SALE

BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED.

ON THE AMOY BUND,
At Noon on 25th July, 1904.

THE WRECK of the Steamship "HOANGHO," as she now lies in, approximately, the following position:—

Latitude 24.43¾ North,
Longitude 118.45¾ East.

Bell Island bearing North by East, and Kusan Point bearing South West (both bearing magnetic).

Cargo and Private Effects remaining on board will be sold separately.

For Particulars, apply to—

J. E. THOMSEN & Co.,
Auctioneers.

Amoy, 9th July, 1904. [816

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st July, 1904. [791

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st July, 1904. [792

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904 [641

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,
8, Des Vœux Road.

Hongkong, 27th June, 1904. [769

A MOST WHOLESOME AND REFRESHING BEVERAGE
FOR
SUMMER MONTHS.

JUST ARRIVED.

ROSES LIME JUICE CORDIAL and MONTSERRAT LIME FRUIT JUICE,
Prepared from West India Limes,
Entirely free of Alcohol.
AND ALSO
Various kinds of Syrups,
LEMON, RASPBERRY, ROSE, PINE-APPLE, &c., &c.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 14th July, 1904. [72

To Let.

TO LET.

NO. 9, PEDDAR'S HILL, consisting of Six Rooms with Extensive Verandahs and Out-houses. Some of the Furniture can be taken over at a reasonable price, if required.

Apply to—

DAVID SASSOON & Co., LTD.

Hongkong, 12th July, 1904. [828

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.
No. 37, WONG-NEI-CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
No. 1, CLIFTON GARDENS.
OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th July, 1904. [818

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [40

THE WINE GROWERS SUPPLY CO.

THE Undersigned, having been appointed AGENTS for the WINE GROWERS SUPPLY COMPANY OF PARIS, are now prepared to answer inquiries and receive orders for all kinds of WINES and SPIRITS, at 22 and 24, Bank Buildings.

BARRETTO & CO.

CLARETS.

	Per Case. 1 doz. qts.
St. George	$4.00
Cru Wynbron	4.50
Côtes	5.00
Montferrand	5.50
Medoc	6.00
St. Emilion	6.00
St. Estephe	6.50
St. Julien	7.50

CLARETS.

Bottled by Jules Merman & Cie., Bordeaux.

	Per Case. 1 doz. qts.	Per Case. 2 doz. pts.
Pauillac	$14.00	$15.00
Cotes	15.00	—
Medoc	16.00	—
St. Estephe	16.00	17.00
Chateau Ludovice	17.00	18.00
" Galic	18.00	19.00
" Margaux	20.00	21.00
" Mouton d'Armailhacq	24.00	25.00
" Pontet Canet	26.00	27.00
" Marburet Merman	27.00	28.00
" Rauzan	30.00	32.00

SPANISH CLARET.

Bottled by La Compania Vinicola del Norte de España, Bilbao.

	Per Case. 1 doz. qts.
Rioja Clarete	$12.00

JAPANESE BEER,
"KABUTO" BRAND.

Per Case 4 doz. qts. $10.50
" " 8 doz. pts. $12.00

HIRANO WATER,
"PEACOCK" BRAND.

Per Case 4 doz. pts. $5.50

Hongkong, 12th July, 1904. [793

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On the 1st July, at Prye Estate, P.W., the wife of LEOPOLD ES-CHASSEREAU, of a son.

On the 6th July, at Penang, the wife of D. TRAYNER BOYD, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 18, 1904.

PORT ARTHUR.

Those best qualified to give an opinion have prophesied that it is about the latter end of July that we may expect to see the fall of Port Arthur and from now expectation is at its highest pitch. Everybody will be much surprised if the fortress is still in the hands of Russians by this time next month. It is significant to notice that the British Fleet mysteriously left Wei-hai-wei on the 7th, under sealed orders, as telegraphed by Our Correspondent, and has remained with steam up and every preparation for a sudden call in the vicinity. At Wei-hai-wei it is rumoured that Admiral Noel is in communication with Admiral Togo by direct correspondence, and there is much likelihood that important movements in the fleets of Great Britain, France and Germany in these waters might be connected with the projected attack on the Russian Port. It will be remembered that, in 1894, when Japan's hard won prize was taken from her grasp in the moment of victory Germany had a large hand in backing up the action of Russia in appropriating the treasured port. It is therefore with no small chagrin that Germany would witness the reversal of her influence, and it is quite possible that she might endeavour to retain some interest in the result of affairs supposing that the Japanese attain their object with a success similar to that which has followed her so far. And now let us review, in some measure, the possible difficulties with which Japan will have to contend in order to bring about the success of her ambitions. Port Arthur has been often declared to be well nigh impregnable. As to its position with regard to attack from seaward, no port probably could be more approaching to the ideal. Shut in by high hills from the landward side, with a narrow channel for approach, it offers vast opportunities of defence by heavy ordnance and submarine torpedo. There is a large sheet of water which, with a little dredging, would make one of the finest sheltered anchorages. This natural harbour is approached by a channel, at one place less than one hundred yards wide, and in no place more than three hundred yards; it is oval in shape, two miles in length from east to west and one mile in width. The harbour is surrounded with hills between three and five hundred feet in height so that the outer roadstead can be commanded and enfiladed from a low lying spit of land known by the Chinese name meaning Tiger's Tail. Naturally, a very heavy outlay was made in all directions to make the place impregnable, but the fortifications are by no means completed and there are few guns in position for checking an attack from the land side. It seems the Russians have rather neglected the land defences, neither have they concentrated their defences to the best advantage. Frowning earthworks and trenches, granite bastions crown the heights, but they are in many cases overlooked from higher land in the background; moreover, they are disconnected and often remote from one another, rendering them liable to be attacked and reduced piecemeal. The country round is deeply scored forming a good deal of what is technically known as "dead ground" where an enemy can find protection from gunfire; there is, in fact, excellent cover for riflemen up to within less than three hundred yards of the outlying defences. It is estimated that only half the forts have been completed with guns in position, and though much has been done latterly it can only be of a semi-permanent nature. Now, the Japanese know every inch of the country; their positions will have been carefully planned so as to take the defences in detail; they have a most skilful combination of artillery and their "shimose" powder is extraordinarily effective. The task they have before them is a hard one, but at no time has it appeared insurmountable to those who have seen the place. The Japanese have demonstrated to the world that lessons learned in the South African war are by no means final; they have reinstated the frontal attack, moral effect they have wiped out of the drill book with successive charges over complete annihilation; the unseen terrors of the mine field they have brushed aside in contempt. Unity of action, fixity of purpose and illimitable courage are their chief weapons, and they are demonstrating to the West the practical application of its methods of warfare. Dating from the time when mining warfare was first adapted in the Far West, engines of war, shuddered at by the Old World, were forced upon them by the New, crumbling away before them defences of tradition and finally armour plate, the high explosive forced its way into modern methods. The new warfare of the future matured in the West has scarcely risen out of its experimental stage before it emerges, handled with consummate skill, out of the Far East marking a new epoch in history and throwing old strategy to the winds. And if the Rising Sun has demonstrated to all nations the awful nature of national conflict, let us hope that it is but the sweeping away of clouds before the dawn of universal peace when war will be too costly a proceeding to be entertained in the civilised world.

LOCAL AND GENERAL.

ADEN was declared to be free from plague on the 23rd ult.

THE French mail of the 14th June was delivered in London on the 14th inst.

JIM Christie and Jack Burke signed articles on Saturday evening and arranged for the boxing match to take place on Monday evening, the 1st August.

A HEAVY storm recently swept over Formosa, the southern part of the island suffering most. The damage caused to house property was considerable, 404 houses being demolished, and 279 partly so. Twenty fishermen are missing, and 19 boats were wrecked.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 17th July, 1904:—

	Library	Museum
Non-Chinese	228	93
Chinese	68	1,796
Total	296	1,889

THERE does not appear to have been much damage caused locally by the strong gale which blew early on Sunday morning and again last evening. Several matsheds lost their coverings and a few trees were uprooted. Four sampans are reported to have capsized in the harbour; but whether the accidents were attended by any casualties it has not transpired.

THE Blue funnel steamer *Prometheus*, which went home from Hankow and Foochow with 7,000 tons of tea aboard, is reported as having arrived in London. There is, so far, no news of the *Glenturret* which got away a day ahead of the *Prometheus*. Both steamers left Singapore on the 17th ult., and the Blue funnel liner canalled on the 29th of the same month.

As will be seen in another column the Taipeh Dramatic Co., of Taipeh, Formosa, will give a performance at the City Hall to-morrow evening commencing at 8 o'clock. We are informed that the object of the Company is not making money. The management propose to forward a certain portion of the money realized to Japan for relief funds in connection with the war.

THERE was a much better attendance at the Theatre Royal on Saturday evening when the Orpheum Comedy Company gave another of their pleasing variety performances. New songs and sketches were produced and the audience was most enthusiastic with encores. A farewell performance is announced for this evening and those who have not yet seen the clever artistes in a really up-to-date entertainment should make an effort to be present.

THE prophet Dowie has had a very short and inglorious mission in London. He could find no abiding place in any hotel in London, and even private persons were very unwilling to entertain the new Elijah. He had to keep his movements as much concealed from the public as possible, and he has realised very early in the day that the people of London were not in the least likely to be taken in by a gross and vulgar imposture. The prophet left London for the Continent, and he is not in the least likely to attempt to resume his abortive mission.

COUNTER attractions and wet weather did not prevent quite a number of people from journeying to the Metropole Hotel on Saturday evening and spending a pleasant time in the theatre adjoining the premises. Mr. Christie had arranged a good programme which, with one exception, was carried through in its entirety, the only absentee being Hugh McCormich, the clever ventriloquial entertainer, who was laid up with fever. Among the most noteworthy items was the singing of Miss Dora Grey, who made her first appearance in Hongkong. She was undoubtedly the favourite of the evening, and it is to be hoped that many opportunities will be afford d of hearing more of her before she leaves the Colony.

THE China military relief from India will probably be carried out in March and April next.

Two cases of small pox, and one each of cholera and enteric fever, were reported as having occurred in the Colony last week.

PLAGUE case No. 437 was recorded to-day. There were nine cases notified since noon of Saturday. The number reported last week was 10, all of which terminated fatally.

THE Transvaal emigrant steamer *Courtfield*, cleared to-day from the Harbour Office for Taku, where she will embark coolies for South Africa. There is still a scarcity of men at the Lai hikok camp, in consequence of the quibbling of the Viceroy regarding certain articles in the Convention.

MEMBERS of the Triad Society were put to flight yesterday morning, when a body of police, acting on information received, moved out at 2 a.m. with the object of making a raid on a house at Yaumati where secret meetings have been held for some time past. The plan of capture worked successfully, and, on discovering their danger, the members who were met together, stampeded. There must have been quite a panic, for, afterwards, two men were picked up severely injured in the street. It is supposed they had jumped from the upper windows to escape. Another was found dead at the back of the house. He also had apparently jumped from the building. The two injured men were taken to hospital. The others, who were captured, were brought over to the Central Station.

PROF. R. K. Douglas writes to the *Times*:—"The war in the Far East is being carried on in little-known regions, and the names of places mentioned in telegrams and in the letters of correspondents are variously expressed on paper by writers to whom they represent nothing but sounds imperfectly heard. An explanation of their hard syllables may serve to promote a uniformity of spelling. Let me instance a few. Following in the wake of the Japanese we find that in passing into Manchuria they crossed the Yalu. The meaning of the word Yalu is 'Duckgreen,' and this name map possibly have been given to the stream from the number of ducks on its surface, or from some peculiarity in the colour of its waters. From this point the Japanese marched on to, and took possession of, Chiu-lien ch'eng, 'the nine-linked city,' which has been variously written Kiu-lien-cheng, and by the Russians Tu-ren-chen. The next town that was occupied was Fenghwang ch'eng, or 'the city of male and female phœnixes.' This has usually appeared in the newspapers as Fenghwan-cheng. Later we are told that Japanese scouts have been seen on the Mo-t'ien-ling, or 'the "sky-scraping" range,' so named from the height of its peaks. It is probable that if the Japanese succeed in crossing this range, they will advance on Haich'eng, 'the ocean city,' and may eventually reach Liaoyang ch'eng, which would appear to mean 'the city on the distant southern slopes.'"

BY TRANSPORT TO THE FRONT.

A PERSONAL EXPERIENCE.

[BY A RESERVIST.]

. . . . The transport we embarked on was a fine passenger boat, which, prior to this war, was on the Yusen Kaisha's Australian line. Stopping some hours near Moji, we made straight for our destination. As her speed was much above the average, we overtook during our voyage scores of transports, all evidently bound for the same destination as ours. Some of them were running so close to our course that as we slowly gained upon them, we could easily distinguish the uniforms of our brave soldiers aboard. Then near the island of Tsushima we sighted two war-ships, which as we came closer proved to be our "——" and "——," now famous by their gallant action and conspicuous success at the very outbreak of the war. From the top of the first boat's mast was flying Admiral——'s flag. Presently signals went up. Salutes were exchanged, and then, in honour of General ——, who was on board our vessel, the melodious sound of music came across the water from the Admiral's ship Although now and then interrupted by the breaking of waves against the ship's side, we nevertheless greatly appreciated this unexpected entertainment. These two war-ships kept company with us until dusk and then parted.

After —— days' run, with the ship's lights out at night, we came early in the morning in sight of land, from the neighbourhood of which were rising columns of dense smoke. As we slowly approached, there appeared, one after another, our war-ships of various types, totalling in all —— ships. This was the temporary base of our Naval force. All the ships bore evident

MARKS OF THE BUSY SERVICE

they have seen, as their sides, which are always clean in ordinary times and bright with new paint, now presented a much weather-beaten appearance—indicating not neglect, but on the contrary the hard constant devotion on the part of our crew to the more pressing duty of war times. Steam launches and torpedo-boats were busy steaming to and fro between these ships. We saw Admiral Togo. He was much sunburnt, but looked strong and well. After some hours' stay, we steamed out again. When, finally, our landing place was reached, we could count about —— large transports all lying at the distance of a few miles from the shore, and busy in landing our men and materials. In this work there must have been more than a thousand junks employed, with an adequate number of tug-boats. The latter took the junks as near the shore as they could. On the shore there were thousands of commissariat soldiers divided and well organised into small parties, who, just like busy ants around much appreciated food, swarmed beside the junks and quickly carried the cargo to the shore, while the soldiers in the boats, taking off their shoes and trousers, jumped into the shallow water and waded to dry land.

Thus, in spite of the natural difficulties, the landing is effected more quickly than is usually imagined. In our case the embarking which is done in a splendid harbour at home took nearly as many hours as the disembarking in this difficult place. All along the coast, men and horses were quickly organised into companies and were soon marching off inland to their respective destinations, while the heaps of cargo which were rapidly forming were as quickly being taken away by the hundreds of carts assembled. These carts were chiefly Chinese, although our Army is well equipped with their own, which they are now keeping in reserve for future use.

In this neighbourhood I saw

SEVENTEEN RUSSIAN CAPTIVES.

They were in a large room of a Chinese house, and a Japanese sentry was standing at the door. As it was rather early in the morning, most of them were still lying in their beds formed of blankets. They looked mostly young, between 20 and 30. Although the fate of war has made them prisoners, we could not help thinking that they were the brave defenders of their country's interest, just in the same sense as we are of ours. It was not within their power to discuss the right or wrong of the course taken by their statesmen. They had simply to come out and fight, at such a long distance from their home, for their country's cause. No doubt their parents, wives or possibly children in some cases are anxiously waiting to hear the news of their beloved, and yet it will be months before it will be given to their relatives to learn of their fate. Although fighting for an irreconcilable cause, who could help feeling a deep and touching sympathy for these brave foes? We understood they were kept here pending the arrival of another party of prisoners with whom they were to be sent together to Japan.

We spent several nights in this neighbourhood in a tent, and a few days ago moved to another place about 30 miles away. This journey was most trying. The days were hot and sultry. The dust on the road was about a foot deep, and the whole country was bare of trees except one or two at long intervals, where invariably there stood two or three native cottages. As our carts, each drawn by four horses, slowly wended their way,—for we had in our charge some materials to be taken inland,—a

DENSE CLOUD OF SUFFOCATING YELLOW DUST

would arise and envelop us all. In no time we were thickly coated with dust inside as well as outside of our clothing. We rode on the top of our cargo. But as the road was extremely bad, being a mixture of about an equal quantity of deep dust and big stones, we were continually in an imminent danger of being thrown off. It *was* an experience when I untertook to take a meal on my cart! I was holding my *bento* in my left hand and a can of meat firmly between my knees, and tried to manage the two with *hashi* in my right hand. But so jumpy and shaky was the road that everything, including my own self, continued to dance the most unimaginable discordant dance, and what made it worse was that the contents would insist upon peeping out of the edge of the cases. After repeated futile attempts, I at last jumped down on the road and finished my meal walking.

The scarcity of water in this neighbourhood, not to mention its bad quality, is the most trying thing for the Japanese, who are considered among the greatest, if not the greatest, consumers of water. At a village where we stayed one night, there was only one well fit for use for culinary purposes. Water from a few others was dirty and undrinkable. Upon our arrival there dirty and exhausted, we were calmly informed that there was

NO MORE WATER,

good or bad, left except just enough to cook the evening meals of the Japanese in that village. We sent one of our Chinese drivers to search and get anyhow any kind of water he could find. After about twenty minutes he reappeared, but with an empty can in his hand. Our dusty state was almost unbearable. Thinking of the power of money over the Chinese, I produced a ten-sen silver coin, and waving it between any fingers, told the man to go and try once more. The effect was magical. In another quarter of an hour a canful of water was before us, and although it was dirty enough, about twenty of us managed to wipe our faces and hands with wet towels.

I regret I cannot tell you whence I am writing this letter. . . . We are settled here for the time being, though we may receive any day orders to move on.

The odour of the Chinese, a result of their constant use of onions, is most offensive. We get sick when they are within six feet of us, and then we have to put in Chinese houses infested by bugs.

Since our arrival here, we have received only one mail. Two copies of your paper arrived at the same time. They are a great solace to me in such an inconvenient place.—*Kobe Chronicle.*

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 18th at 0.5 p.m. The barometer has risen in S. China and in the Pillipines and fallen in the north. Gradients are moderate upon the China Coast and fresh SE. winds will prevail in the Formosa Channel. Over the China Sea they are still very steep and very strong but moderating S.W. monsoon will be experienced there.

Forecast:—Strong SW. winds, showery.

"NORTHERN STAR" IN COLLISION.

COURT OF INQUIRY.

At the instance of Mr. W. B. Dixon, chief manager of the Hongkong and Whampoa Dock Co., Ltd., an inquiry was held by the Harbour Master this morning, into the circumstances connected with a collision between the dock launch "C. 5" and the Star Ferry Company's *Northern Star*, on 9th inst.

The coxswain of the Dock launch said that at 8.30 p.m. on the day in question he was proceeding across the harbour when he saw the *Northern Star* ahead showing her three lights, about a hundred yards distant. He blew two blasts on the whistle indicating that he was going to direct his course to port. He did so, and shortly afterwards his launch came into collision with the ferry boat, which struck the craft on the starboard bow.

The cox of the *Northern Star* deposed that at the time named he saw the dock launch about 600 yards away. He ported his helm slightly and blew one blast on the whistle. The approaching launch turned her head to port and he struck her on the starboard bow, having no time to turn to one side.

The Hon. Barnes Lawrence held that the "C. 5" launch was to blame inasmuch as the cox. should have ported his helm in the first instance, and brought his red light to the red light of the *Northern Star*, when the vessels would have kept clear. He, therefore, suspended the man's certificate for a month.

TRAGEDY ON STONECUTTER'S.

FOUR INDIANS SHOT.

THREE KILLED.

A court of inquiry, presided over by Major Hurley, was held this morning at the barracks of the 114th Mahrattas, Elgin Road, for the purpose of inquiring into the circumstances connected with an awful tragedy enacted at Stonecutter's Island last Saturday afternoon by which three Indians were shot dead, and another slightly wounded. The proceedings were conducted in private, but a representative of this paper was able to corroborate the main facts of the occurrence as gathered earlier in the day. It would seem that shortly after half-past three on Saturday afternoon, a non-commissioned officer belonging to the 114th Mahrattas, a detachment of which was at Stonecutter's Island, made a report to Lieutenant D. Pudsey, No. 80 Company, Royal Garrison Artillery, to the effect that one of the sentry on duty at the East Battery had shot several of his comrades and bolted into the scrub. A search was instituted with the result that the dead body of the Indian soldier was found lying in the bushes with a bullet wound in his chest and his rifle at his side. An examination of his cartridge pouch revealed the fact that out of ten rounds of ball ammunition eight had been fired the empty cases of which were subsequently found in the vicinity of the guard room. Meanwhile, his victims had been picked up and removed into shelter from a heavy thunderstorm which broke over the Island at this time. It would seem that early in the afternoon the Indian had been put on sentry-go, and nothing of an unusual character occurred till about 3.30 when the man seems suddenly to have lost his head; for, he turned round and, pointing his rifle at a man lying on the ground, pulled the trigger and shot him dead. The sentry noticed that other men were near, and before any preventive measure could be taken he had discharged his rifle again and killed a second man, after which he took random shots at several soldiers, one of whom was wounded, and then bolted into the thicket, where he was subsequently found dead. The only reason for such behaviour on the part of the sentry seems to be that he had been bereft of his senses on account of the heat, which had been unusually intense during the few preceding days.

SHIPPING AND MAILS.

MAILS DUE.

German (*Roon*) 19th inst.
Indian (*Arratoon Apcar*) 19th inst.
German (*Preussen*) 20th inst.
American (*Coptic*) 20th inst.
Canadian (*Tartar*) 21st inst.
French (*Tourane*) 25th inst.
Canadian (*Empress of China*) 25th inst.
American (*Korea*) 8th prox.

The s.s. *Rubi* left Manila yesterday, and is due here on 19th inst., morning.

The P. & O. S. N. Co.'s s.s. *Java* left Singapore for this port on 16th inst., at 8 a.m.

The M. M. Co.'s s.s. *Tourane* with the next French Mail left Singapore yesterday, at 9 p.m., for this port via Saigon.

The Imperial German Mail s.s. *Roon* left Shanghai *via* Foochow on Saturday, at 11 a.m., and may be expected here on Tuesday night.

The Imperial German mail s.s. *Preussen* carrying the German mails with dates from Berlin of the 21st ult; left Singapore on Friday, at 5 p.m., and may be expected here on 20th inst., at daylight.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 2 a.m., on 16th inst., and left again at 11 p.m., same day, for Nagasaki where she is due to arrive at 8 a.m., on 18th inst.

The P. M. S. S. Co.'s s.s. *Monogolia* with mails, &c., which left hence on 16th ult., for San Francisco *via* Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on 15th inst.

TELEGRAMS.

(Reuter's.)

The Unionist Council and Fiscal Reform.

LONDON, 15th July.

Mr. Chamberlain presided at the first meeting of the re-constructed Unionist Council. Eighteen hundred delegates were present, Mr. Chamberlain received an immense ovation and was elected president. Lord Lansdowne and Lord Selbourne were elected vice-presidents. A Fiscal Reform resolution was practically unanimously accepted. This indicates Mr. Chamberlain's complete capture of the Unionist machine.

At a monster demonstration in The Albert Hall, in the evening, of 12,000 people, Mr. Chamberlain was the chief speaker. Lord Lansdowne, in acknowledging the resolution approving of the fiscal policy of the Government, declared it would greatly strenghten the hands of the Premier.

Indisposition of Princess Victoria of Schleswig Holstein.

The King's niece, Princess Victoria of Schleswig Holstein, has been operated upon for appendicitis and is progressing favourably.

The War.

OCCUPATION OF YINGKOW.

Telegrams published at Tokio state that Yingkow was occupied at midnight on Wednesday without opposition.

SEVERE FIGHTING NEAR PORT ARTHUR.

Telegrams from Russian and French correspondents concur that there was severe fighting in the environs of Port Arthur on the night of the 10th instant, when the Japanese losses were most heavy. The Russian loss was one thousand.

General Sakharoff reports that General Rennenkampt was wounded in a fight near Saimatse which resulted in the repulse of a Japanese attack and the pass being occupied by the Russians.

LATER.

Result of the Eclipse Stakes.

1.—Darley Dale.
2.—Rydal Head.
3.—Henry First.

The Chinese Railway Loan.

The prospectus of the Chinese Railway Loan has been issued for the amount of £1,500,000 being the balance of a total of £2,250,000.

THE CRIMINAL SESSIONS.

AT THE SUPREME COURT.

There were six cases on the calendar of the Criminal Sessions which commenced before the Chief Justice (Sir William Goodman), at the Supreme Court this morning, with these cases twelve persons were concerned three being indicted for bribery, three with robbery, five with armed robbery and receiving stolen property, and one with attempted murder and shooting with intent to do grievous bodily harm.

ROBBERY.

The first case before the Court was that in which Lam King, Cheong Wing and Chan Sui were indicted for robbery. They pleaded not guilty and the following jurors were sworn:—Messrs. E. B. Shepherd, V. E. Kuster, A. Bryer, A. Bryson, A. S. D. Cousland, H. Gittings and F. Campbell.

The Attorney General (Sir H. S. Berkeley), who prosecuted, pointed out to the jury that the prisoners were charged together with robbing a woman and her daughter at No. 71 Station Street, Mongkok, Kowloon, on June 10 at 11 a.m. Leung Sau Lin and her daughter were in their house and heard a knock at the door. On opening three men were seen. They said they were plumbers and had come to stop a leak in the house. As soon as they gained admittance they seized the woman and her daughter, gagged, and bound them, and collected a considerable sum of jewellery and money and cleared out. The woman identified the first accused positively, and another witness identified him as being a man who left the house about the time the robbery was committed. Some jewellery was found in his possession which was identified as part of the stolen property. The second and third men were also identified by the women.

In the course of her evidence the daughter stated that when she came into her mother's room one of the three men struck her on the face. She fell unconscious to the floor and when she recovered consciousness the man had gone. She had a thin rope tied round her neck, and her mother was lying gagged and bound on the floor.

Each of the accused was sentenced to five years' hard labour, and 24 strokes on the birch.

ALLEGED ARMED ROBBERY.

Five Chinese were indicted with armed robbery, at Matauwei, at mid-night on the 11th ult. One of them pleaded guilty and the case against the other four was proceeded with.

According to the Attorney General the men entered a farmer's house, armed with revolvers, and other weapons, and after securing the inmates proceeded to rob the place. The farmer's son subsequently gave chase and overtook one of them (the man who had pleaded guilty) and found on him a loaded revolver. This man subsequently took the police to a matshed were three others were arrested. Two of them had stolen property in their possession.

(*Proceeding.*)

THE *Gardeners Chronicle* reports that Messrs. E. W. King & Co., seed growers of Coggeshall, Essex, have recently purchased a few pounds of Findlay's latest potato, the Eldorado, at the high price of £150, per pound, and of which they have sold some at £160 per pound, or at the rate of £358,400 per ton. This is probably the highest price ever paid for potatoes. The raiser, Mr. Findlay, does not intend to offer this potato until the spring of 1905, and then his price will be three guineas per pound.

THE WAR.

The *Japan Times* of the 25th ult. says:—

A beautiful reminiscence is reported from the front in connection with the third blocking expedition to Port Arthur, which took place on May 3. After that exciting night, when the Japanese ships rode through a terrible hail of missiles and the water was continually heaving under them owing to the explosion of mines, our torpedo-boats were deputed to rescue from the sea the survivors of the forlorn hope. One of the dead bodies then recovered was that of warrant officer Shikanosuke Kageyama, who had gone to almost certain death in the *Otaru Maru*. On opening his clothes, there was found in his breast-pocket a booklet, which was soaked with water and blood. The book was the Gospel of St. John. An officer who was well acquainted with the deceased state that this book of the beloved disciple of Christ had been given to the officer by Miss Maclean of London, whose hospitality towards our sailors during their sojourn in England is so well known. It appears that Kugeyama received the present during his visit to England as one of the crew deputed to bring the battleship *Mikasa* to Japan. Since then he has never parted with the book, and has read it in times of peace as well as in war. He was naturally a gallant and patriotic sailor, but became more so on account of the admirable faith he derived from reading the invaluable work. According to his friend, he was a firm believer in the words of Christ that, those who believe shall not perish. He went to the deadly fight with this faith, and died peacefully with the book close to his bosom. As a souvenir of a memorable occasion, the book was deemed too precious to be buried with the gallant officer, and it was accordingly returned a few days ago to Miss Maclean, with the statement of the heroic end of its late owner, it being thought that the English lady would be glad to know that her gift had been so dearly cherished by one of the best and bravest of the Japanese sailors, all of whom she loves so well.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

AN APPEAL TO THE PARSEES OF THE FAR EAST.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—By the Manila papers it will be seen that the Parsee barrister for want of funds could not secure legal assistance there. From the Hongkong papers it can be seen that he intends to defend himself and retain counsel. Here, then, is one of your own people in trouble. Give him the opportunity he seeks; give him the wherewithal he needs; give him the facilities he requires; give him the chance he wants to vindicate himself, and leave the rest to law and justice. In helping him with funds to avail himself of the best available legal assistance in the Colony, you would be accelerating the course of justice. We are under the benign British Rule; we enjoy liberty o person and freedom of speech; we are governed by just and impartial laws; we have learned and fair-minded ministers of justice; and the very essence of British Law and British Justice is that no men shall be denied a hearing, and that all facilities shall be put in his way to obtain pure and unalloyed justice. Do your duty to this fellow-creature of yours; rise equal to the occasion; think of nothing but bare and impartial justice, and you will earn the complete satisfaction of your own conscience for having nobly done your duty at the call of duty. Fail in that duty, and you are untrue to yourself, to your own fellow-creatures, and to the very Government, whose subjects you are, namely England, which requires every man to do his duty.

A BRITISH SUBJECT.

Hongkong, 18th July, 1904.

TROUBLE ON THE S.S. "OVID."

TWO MEN IMPRISONED.

Drink has been the cause of trouble on board of the coal steamer *Ovid*, which arrived from Moji some ten days ago. According to the tale told to the Hon. Barnes Lawrence at the Marine Court this morning, Thomas Douglas, a donkeyman, and George Hornsby, a fireman, were the worse for liquor yesterday afternoon in consequence of which they assaulted Adam Waugh, the chief engineer. The former was charged with disobeying orders and assault, and from what the chief engineer related to the Harbour Master, it would seem that yesterday afternoon he went to the donkey boiler room and found Douglas in a state of intoxication. As the man was not fit to look after the boiler he was ordered to leave the place. He replied that he would not go and, after abusing the Chief Engineer, struck him on the face. The witness then took him by the arm and led him out and had the police flag hoisted. Captain Cabitt told the Court that the man when being led away from the donkey room forced his way into the saloon, and made use of blasphemous language at the same time threatening the Chief Engineer. The prisoner, who pleaded guilty to disobedience, but not to the charge of assault, said he did not remember what he was doing at the time, beyond that he got a bang on the face, after which he walked out of the cabin.

The Court considered the case proved, and the man was sent to gaol for four weeks.

ANOTHER ASSAULT.

At the same Court, George Hornsby was charged with assaulting the chief engineer About 5.30 in the afternoon the man went aboard the worse for liquor and, meeting Douglas, was told to go forward. He then made use of insulting language and struck the chief engineer on the mouth. Mr. Waugh closed with him and they both fell on deck. The 3rd mate went to the assistance of the chief engineer and the chief officer was sent for. He brought a set of handcuffs, which was fastened on the man, and he was subsequently sent to the police station.

The prisoner, who pleaded guilty to the charge, said he had been ashore for five hours. He did not see that the chief engineer had any right to order him to go forward.

The chief engineer was recalled, and informed the Court that it had never been customary nor had he permitted any of the crew to hold intercourse with the man on duty in the donkey engine room.

The Harbour Master sent the accused to prison for six weeks.

THE "ALGOA" ASHORE.

BADLY DAMAGED.

In clear weather and a smooth sea, with the sun not far from the meridian, the huge freight steamer *Algoa* ran on the rocks a short distance to the west and north of Point Bonita lighthouse, at the entrance to the harbour, yesterday morning, says a San Francisco journal of the 8th ult. The time of striking is reported to have been 10.15 o'clock.

Though heavily laden, the *Algoa* had an almost miraculous escape from becoming a total loss, for, without assistance, she managed to haul off into deep water and proceed on her way into the harbour. A few minutes later a fleet of tugboats was hurrying pellmell down the bay with the prospect of immense salvage looming up before them. Their services were, however, not required.

The big *Algoa* belongs to the Pacific Mail Company, and was thirty-one days from Hongkong and eighteen days from Yokohama. On board she had a cargo of 10,215 tons of miscellaneous merchandise from the Orient, valued at about $500,000, the principal items being 867 packages of curios, 466 bags of peanuts, 4,699 bales of gunnies, 2,307 bales of hemp, 4,242 bales of jute, 10,619 rolls of matting, 4,811 bags of sulphur, 34,747 mats of rice, 4,752 bags of sugar, 6,635 chests of tea and 17,904 packages of merchandise.

Captain A. Lockett, long connected with the *Algoa*, was in command and on the bridge when the steamer struck. He says he was bringing the vessel down the north channel, and was about to round Point Bonita when an unknown bark, towing out, afterward found to be the Mohican, appeared some distance ahead. To avoid a possible collision the engines were stopped, with the result that the powerful ebb tide caught the big steamer in its grasp and swung the bow inshore.

STRIKES WITH GREAT SHOCK.

Before anything could be done to check the headway the *Algoa* struck with a great shock and a noise like the crashing of timbers. The starboard anchor was immediately let go. It had the effect of staying the progress of the vessel in great measure. Perceptible jarring ollowed the first impact, and all hands believed the steamer would swing broadside on and turn over.

In the excitement attending the accident many Chinese members of the crew made a dash for the lifeboats and were about to cut the ropes attached to the davits when Captain Lockett and the other officers ordered them back, assuring the frightened Chinese that they were in no immediate danger. Captain Lockett, First Officer H. Nelson and Second Officer C. L. Patterson remained cool, as also did did Third Officer W. H. Lloyd, who was on the bridge with the captain. None of the men below deck showed undue excitement and all remained on duty.

A moment after striking an order to back at full speed was promptly obeyed by the engineer. All hands were wrought up to great anxiety, as the engines labored to drag the tremendous weight from the rocks. For five minutes the propeller churned the sea into a boiling mass, when suddenly the *Algoa* slid back into deep water.

There was still great danger, however, for the *Algoa's* stern began to swing around, and a jarring indicated that her side had touched the rocks. But the violent action of the propeller saved the steamer, and within a minute later she was entirely clear of the jagged rocks.

TWO HOLES IN STEAMER'S BOW.

Two holes were punctured in the *Algoa's* bow, and there may be a slight break amidship in the bottom. To the fact that the steamer has a double bottom and bulkheads may be credited her salvation. By the time she came to an anchorage off Lombard-street wharf, at 11.15 o'clock, there was thirteen feet of water in the fore-peak, with more coming in. The pumps on board were unable to overcome the inpour. After a hurried inspection of the vessel by the quarantine officials the *Algoa* was taken by the tugs *Sea Rover* and *Sea Queen* to a berth at Greenwich-street wharf No. 1, where Captain Wilson, chief stevedore for the Pacific Mail Company, immediately began with a large force of men to get the freight out of the steamer. Chief Officer Morton of the steamer *Newport*, Freight Clerk Robertson of the *Siberia* and others from the Mail dock were called upon to assist in the big undertaking. The *Algoa's* cargo is equivalent to about 510 carloads, each of twenty tons' weight, or twenty trains of twenty-five cars each.

There was no pilot on board the *Algoa* when she went ashore. The pilot-boat *America* was following the steamer, but it was evidently the intention of Captain Lockett to enter without the customary guide. After striking and backing off, however, Pilot Charles Reed was taken aboard. He took the vessel to her anchorage. Purser George J. Englehardt of the *Algoa* is a survivor of the wreck of the *Rio de Janeiro*, which went down at Fort Point on February 22, 1901, almost opposite the spot where the *Algoa* had such a narrow escape yesterday.

The *Algoa* was built in 1896 at Sunderland, England, and is 455 feet long, with a breadth of 58 feet and depth of 2.34 feet. Her gross tonnage is 7575, and net tonnage 4897.

Captain John Olson of the tug *Reliance*, which took the *Mohican* to sea, declares that the *Algoa* was two miles away when she went on the rocks, and that no collision with the *Mohican* could have been possible.

SLEEPERS FOR THE EAST.

Mr. Suttor, the Commercial Agent for New South Wales in the East, has sent a cable to the Minister for Mines and Agriculture stating, Sydney, that Messrs. Evans and Co., of Shanghai, desire to have c.i.f. quotations Hongkong or f.o.b. port of export for 2,000,000 sleepers, 8ft. by 8in. by 6in. Sleepers of the following timbers will be accepted:—Ironbark, blackbut, grey gum, flooded gum, box. Deliveries, 1,000,000 per annum. Replies should be cabled at once. In answer to an inquiry as to how payments are to be made for railway sleepers that may be supplied to firms at Manila, Mr. Suttor has informed the Minister for Agriculture that quotations may be for "cash in exchange for documents, Sydney, Government inspection."

COMMERCIAL.

FREIGHT.

Writing under date, 16th inst., Messrs Lamke and Rogge, report:—The general condition of the freight market shows very little alteration. The inquiry for tonnage has been somewhat livelier and a larger amount of business has been put through than during the preceding fortnight, but rates of freight have continued to rule low and an improvement in the near future seems rather problematic.

As regards Saigon-Hongkong business, the market has collapsed altogether and rates have now reached such a low level, that chartering has become quite impracticable. A couple of boats, bound back to this port still succeeded in getting 13 cents per picul (one of them originally chartered at 17 cents), but the latest fixture was at the ruinously low rate of 10 cents per picul and, at time of writing, the demand has subsided altogether. There seems to be quite sufficient grain at Saigon, but prices are much too high in comparison to local quotations, which are 60 to 80 cents per picul, according to quality, lower than same time last year, and the rice crops all over Southern China being exceptionally good, an advance of prices locally is not likely. The feasibliness of further business for this port would seem to entirely rest with holders of grain at Saigon; if a sufficient outlet for the commodity continues to show itself in shipments to Europe and other directions there may be no need for material concessions and matters will remain at a deadlock, failing which, a reduction in prices may render fresh chartering for this port practicable again.

As a matter of fact, there have been fairly numerous inquiries of late from Saigon to Java, Philippines and Japan and, though rates have been anything but remunerative ones, a moderate amount of chartering has been transacted.

For a port in the Philippines, 27 cents per picul has been paid, for a port on the N. C. Java, 29 cents per picul and for a port in Japan, 25 to 28 cents per picul, according, to size of steamer. In all these directions, further demand is prevailing but it would almost seem from present appearances that further business will only become practicable if even lower rates are accepted than those quoted above.

Anent the Bangkok market, nothing fresh can be said, business remaining absolutely stagnant.

From Java to this, a couple of charters have been done at 30 cents and 28 cents per picul respectively dry or wet sugar, but the demand is very limited.

No improvement is noticeable as far as Newchwang business is concerned and settlements are few and far between. For Canton, two charters are reported at 26 cents per picul; for Amoy, a small craft has been fixed at 30 cents per picul and for Swatow, a fixture is reported at as low as 21 cents per picul.

Coal freights from Japan ports have ruled as dull as heretofore. There is no demand whatever for this port and the total business of the fortnight has been restricted to the local fixture of two boats for Singapore at the low rate of $1.40 per ton, and one steamer, Kuchinotzu to Hongay at $2 per ton.

From Hongay to this, a settlement is reported at $1.50 per ton and for Chinkiang at $2.20 per ton.

On monthly terms, there is hardly any demand traceable.

Sail Freights:—No change to report.

Sail-tonnage loading or to load.—For Callao.—Italian bark *Marta L.*, arrived 9th April. For New York.—British 4-m. bark *Eclipse*, arrived 10th May. British 4-m. bark *Kentmere*, arrived 15th June. Disengaged:—British bark *Trongate*, 949 tons. Departures:—None.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10¼
Do. demand	1/10 3/16
Do. 4 months' sight	1/10⅛
France—Bank T.T.	2.32
America—Bank T.T.	44½
Germany—Bank T.T.	1.88
India T.T.	138½
Do. demand	138½
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	90½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	111

Buying.

4 months' sight L/C.	1/10¼
6 months' sight L/C.	1/10⅛
30 days' sight San Francisco & New York	45½
4 months' sight do.	46½
30 days' sight Sydney and Melbourne	1/10½
4 months' sight Francs	2.36
6 months' sight "	2.37½
4 months' sight Germany	1.92½
Bar Silver	26 11/16
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per chest
Malwa New	@	940/990
" Old	@	1,000/1,070
" Older	@	1,100/1,160
" Oldest	@	1,200/1,260
Patna New	@	1,220
" Old	@	1,320
Benares New	@	1,200
" Old	@	1,240
Persian (Taper)	@	880/900

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"AJAX"	29th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

HOMEWARDS.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamer	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

S.S. "HYSON" left Victoria, B.C., for Hongkong, *viâ* Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th July, 1904. [2

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
YOKOHAMA and KOBE	"TSINAN" *	19th July.
MANILA	"TEAN"	20th "
CEBU and ILOILO	"KAIFONG" *	22nd "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	22nd "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * ‡	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—**REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).**

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th July, 1904. [7

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 23rd July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 30th July, at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 16th July, 1904. [8

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 14th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	——	October 14th, "
"NICOMEDIA"	4,370	Wagner	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

15]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5. 2nd Class, $1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904. [16

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single journey.
2nd " ..... 1.50 " "
Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904. [35

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European $8.00
Second Class European 3.00
First Class Chinese..... 1.50
Second Class Chinese..... 80
Deck 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey $4,
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ST. FILLANS"	20th July.
"BEDOUIN"	5th August.
"LOWTHER CASTLE"	20th August.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th July, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"
4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904. [758

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain ——, will be despatched as above, on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1904. [766

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Butler, will be despatched as above, TO-MORROW, the 19th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th July, 1904. [829

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 2nd July, 1904. [789

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
16, DES VŒUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903. [804

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903. [784

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

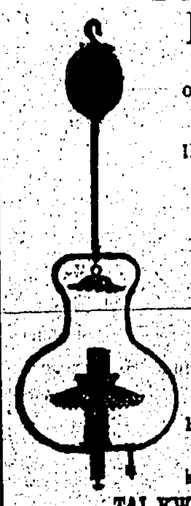
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

FOR SALE.



INCANDESCENT GASOLINE LAMPS
OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS LAMPS
at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31

HONGKONG AVERAGE MARKET PRICES.

Corrected 18th July, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	℔	18
" Corned—Ham Ngau Yuk	"	18
" Roast—Shin " "	"	18
" Breast—Ngau Lam	"	13
" Soup, Tong Yuk	"	14
" Steak—Ngau Yuk Pa	"	18
" " Serloin—Ngau Lau	"	26
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know.....	per set	9
" Tongue fresh—Ngau Li	each	45
" " corned—Ham Ngau Li	"	55
" Head—Ngau Tau	"	55
" Heart—Ngau Sum	"	9
" Hump, Salt—Ngau Kin	"	14
" Feet—Ngau Kerk	each	8
" Kidneys—Ngau Yiu	"	8
Tail—Ngau Mei	"	16
" Liver—Ngau Con	℔	9
" Tripe (undressed)—Ngau To	"	5
Calves' Head and Feet—Ngau-chai-tau-keok	set	75
Mutton Chop—Yeung Pai Kw	℔	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	22
Pigs' Chitlings—Chi cheong	"	16
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	8
" Kidneys—Chi Yiu	pair	7
" Liver—Chi Kon	℔	24
Pork, Chop—Chi Pai Kwat	"	23
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	24
" Fat or Lard—Chu Yau	"	18
Sheeps' Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	℔	22
Sucking Pigs, To Order—Chu Chai	"	16
Suet, Beef—Sang Ngau Yau	"	17
" Mutton—Sang Yeung Yau	"	20
Veal—Ngau Chai Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	℔	30
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	18
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	℔	36
" Hainan—Hoi Nam Kai	"	30
Geese—Ngoi	"	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	28
" Hoihow—Hoihow Pak Kup	"	22
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	"	70
" Hen— " " Na	"	60
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	each	—
Wild Ducks Canton—Sang Shing Sui Apea	per pair	—

FISH.

Barbel—Ka Yu	℔	14
Bream—Bin Yu	"	15
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	15
Catfish—Chik Yu	"	11
Codfish—Mun Yu	"	24
Crabs—Hai	"	15
Cuttle Fish—Muk Yu	"	13
Dab—Sa Mang Yu	"	14
Dace—Wong Mei Lun	"	12
Dog Fish—Tit Tu Sa	"	8
Eels, Congor—Hai Man Yu	"	18
" Fresh water—Tam Sui Yu	"	13
" Yellow—Wong Sin	"	24
Frogs—Tien Kai	"	28
Garoupa—Sek Pan	"	40
Gudgeon—Pak Kup Yu	"	11
Herrings—Tso Pak	"	18
Halibut—Cheung Kwan Yu	"	16
Labrus—Wong Fa Yu	"	16
Loach—Wu Yu	"	9
Lobsters—Lung Ha	"	24
Mackerel—Chi Yu	"	12
Monk Fish—Mon Yu	"	20
Mullet—Chai Yu	"	24
Oysters—Sang Hoo	"	15
Parrotfish—Kai Kung Yu	"	15
Perch—Tau Loo	"	14
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	16
Pomfret, White—Pak Chong	"	28
Prawn—Ming Ha	"	40
Ray—Tai Pá Sa	"	7
Rock Fish—Sek Kau Kung	"	14
Roach—Chun Yu	"	10
Salmon, (C'ton), fresh water—Ma Yau Yu	"	28
Shark—Sa Yu	"	10
Skate—Po Yu	"	9
Shrimps—Ha	"	28
Snapper—Lap Yu	"	24
Soles—Tat Sa Yu	"	28
Tench—Wan Yu	"	13
Turbot—Cho How Yu	"	16
Turtles, small, fresh water—Keok Yu	"	60
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	℔	20
Apples, (California)—Kam San Ping Ko	℔	—
" (Chefoo)—Tin Chun Ping Ko	"	—
" Small—Hoi Tong		—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	"	4
" (brides), Macao—San Heung Chiu	"	3
Chestnuts, Chinese—Foong Lut	"	12
Carambola—Yeung Tou	"	—
Cocoanuts—Yeh Tsz	each	8
Grapes—Sin Tai Tsz	℔	—
Lemons, China—Ning Moong	"	10
" Amer.—Kum San Ning Moong	"	6
Lichees, Dried—Lai Chi Con		15
" Fresh, Lai Chi		8
Limes, (Saigon)—Sai Kung Ning Moong	each	15
Mango, Manila—Lui Sung Mong		8
Mango, Saigon—Sai Kung Moong		—
Mangosteens, San Chuk Tsz	doz.	—
Oranges, (Canton)—Sang Sheng Tim Chang		15
" Small—Tai Kut		—
" Mandarin—Tim Kut		—
Olives—Pak Lam	℔	8
Pears, (American)—Kam San Shut Li		—
" (Canton), Cooking—Sa Li		10
" (Shanghai)—Sheung Hoi Li		—
Peanuts,—Fa Sang		10
Persimmons Large,—Hung Chie		—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	15
" 2nd cocking—Chung-tang Paw-law	"	—
Platams—Tai Chen		2
Plums, Swatow—Hung Lai		8
Pumolo, Siam—Chim Lo Yau	"	15
Walnuts, Hop Tou		12
" Green—Sang Hop Tuo		—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	℔	—
Beans, (French) Macao—Oh Moon Pin Tau		12
Beans, (French), Shanghai—Sheung Hoi Pin Tau		—
Beans, Sprout—Ah Choi		2
Beans Long—Tau Kok		6
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker		3
Brinjals, Red—Hung Ker		3
Brassica—Pak Choi		4
Bamboo Shoots—Chook Shun		10
Cabbage, Chinese, com.—Kai Choy		4
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	12
Cane Shoots, bunch—Kau Shun	"	2
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa		—
Carrots—Kam Shun		5
Celery, Chinese—Tong Kan Choy		6
Celery, English—Yeung Kan Choi		10
Celery, White—Pak Yeung Kan Choi		10
Chilies Dried—Con Lat Chiu		20
" Red—Hung Fa "		15
" Green—Cheng Lat Chiu		5
Curry Stuff, English—Ka Lee Choi Liu		5
Cucumbers—Cheng Kwa		5
Bitter Squash—Fu Kwa		6
Garlic—Suen Tau		5
Ginger, young—Sun Tsz Keung		6
" old—Lo Keung		4
Horse Radish, Shanghai—Lik Kan		20
Indian Corn—Suk Mai	piece	3
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	5
" Mandarin—Kwei Lum Ma Tai	"	7
Mushrooms Fresh—Sang Cho Kho		30
Onions, Bombay—Yeung Chung Tau		5
" Green—Sang Chung		3
" S'hai—Sheung Hoi Chung Tau		3
" Japan—Yat Poon " "		—
Okroes—Mo Ker		—
Parsley, English—Yeung Un Sai		1
Gradus Pea		—
Green Peas—Cheng Tau		—
Potatoes, Sweet—Fan Shu		4
" Shanghai—Sheung Hoi Shu Tsai		3
" Japan—Yat Poon Shu Tsai		—
" American—Fa Ki " "		—
" Foochow—Fuk Chau Shu Tsai		4
" Macao—Oh Moon " "		4
Pumpkin—Toong Kwa		2
Radish—Hung Lo Pak Tsai	dozen	2
Rhubarb		16
Shalots—Con Chung Tau		5
Spinage (Chinese)—Paw Choi		4
Spinach—Yin Choi		4
Tomatoes—Fan Ker		5
Taros—Wu Tau		3
Turnips, Pun-ti (Long)—Low Pak		3
" English—Yeung Low Pak	piece	2
Vegetable Marrow—Chit Kwa		4
Waters Cresses—Sai Yeung Choi		5
" Caltrops—Lan Kok	℔	—
" Lily Roots—Lin Ngau	"	—
Yams—Tai Shu		4

N. A. JOHANSSEN,
Acting Inspector of Markets.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	$ 2.80
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5	per cent.
6 "	10	"
12 "	25	"

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Intimation.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: $25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—1, ICE HOUSE ROAD.

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904 [61

Shipping.

Arrivals.

Triumph, Ger s.s., 769, A. Hansen, 16th July,—Foochow via Amoy and Swatow 15th July, Gen.—J. & Co.

Pitsanulok, Ger. s.s., 1,267, C. Fuchs, 16th July,—Bangkok 10th Rice and Timber.—B. & S.

Inkum, Br. s.s., 3,100, F. Pearse, 16th July,—Cardiff 19th May, Coal.—Order.

Siberia, Am. s.s., 5,655, I. T. Smith, 17th July,—San Francisco (California) 11th June, and Manila 15th July, Mails and Gen.—P. M. S. S. Co.

Spezia, Ger. s.s., 2,480, Malzaff, 17th July,—Singapore 11th July, Gen.—H. A. L.

Glenfalloch, Br s.s., 1,434, R. Pentney, 16th July,—Singapore 9th July, Gen.—Joo Tek Seng.

Nanshan, Br. s.s., 1,299, Stovell, 18th July,—Saigon 13th July, Rice.—B. & Co.

Hue, Fr. s.s., 705, Godineau, 18th July,—Kwong-chow-wan 17th July, Gen.—A. R. M.

Peleus, Br. s.s., 7,741, J. Barwise, 18th July,—Singapore 13th July, Gen.—B. & S.

Apenrade, Ger. s.s., 611, A. P. Ulderup, 18th July,—Pakhoi 16th July, and Hoihow 17th, Gen.—J. & Co.

Arratoon Apcar, Br. s.s., 2,931, E. Fey, 18th July,—Calcutta 2nd July, Penang and Singapore 13th, Gen.—D. S. & Co., Ld.

Bullmouth, Br. s.s., 2,607, T. W. Stratton, 18th July,—Singapore 11th July, Petroleum.—Order.

Clearances at the Harbour Office.

Sungkiang, for Amoy.
Hoi Ho, for West River.
Paul Beau, for Canton.
Choysang, for Swatow.
Kwongchow, for Canton.
Saining, for West River.
Shun Lee, for West River.
Haiching, for Swatow.
Giang Bee, for Amoy.
Wingchat, for Macao.
Ovid, for Kobe.
Courtfield, for Taku.
Hongkong, for West River.
Hailan, for Hoihow.
Kwongtung, for Canton.

Departures.

July 17.

Haiching, for Swatow.
Choysang, for Shanghai.
Foyle, for Kutchinotzu.
James Brand, for Palambang.

July 18.

Hailan, for Hoihow.
Oscar II, for Moji.
Onsang, for Saigon.

Passengers arrived.

Per *Nanshan*, from Saigon—83 Chinese.

Per *Spezia*, from Singapore—200 Chinese.

Per *Glenfalloch*, from Singapore—767 Chinese.

Per *Peleus*, from Singapore—2 Europeans, 390 Chinese, and 2 Japanese.

Per *Pitsanulok*, from Bangkok—Mr. Steward, Miss Olmsted, and 47 Chinese.

Per *Siberia*, from San Francisco, &c.—Mr. and Mrs. J. W. Robinson and 2 children, Dr. and Mrs. Wong Zin Ting, Mr. W. A. Lamont, Major H. A. Pratt, Mrs. Frances Pratt, Mrs. T. C. Kinney, Mrs. I. E. Wright and servant, Messrs. T. Miney, G. Hamaguchi, F. C. Dennison, F. Gasparri, J. P. McGrath, C. Kingcome, F. C. Russ, K. Himes, J. G. Wilson, Miss L. S. Parker, Mr. Godfrey Brown, Miss Irene Martin, Mr. and Mrs. E. Cook, Mr. V. Oltman, Miss Ida Ide, Miss Marjorie Ide, Mr. L. T. Gibbons, Mr. and Mrs. Chas. G. Smith, Messrs. G. Inada, G. Ramandes, Luis Del Orse, Lee Yee, H. J. Ross, J. P. Mackintosh, J. G. Boor, Dr. Lovering, Dr. S. D. Boak, U.S.N., and 232 Chinese, and 60 Japanese.

Per *Arratoon Apcar*, from Calcutta, &c.—Mr. and Mrs. Lancaster, Messrs. H. H. Bridge, Stewart Bridge, Swan, Edwards, 369 Chinese, and 5 Japanese.

Shipping Report.

Str. *Glenfalloch* from Singapore:—Light to moderate W.S.W. wind and sea.

Str. *Nanshan* from Saigon:—First part of passage light to moderate winds, latter part strong monsoon and high sea.

Str. *Arratoon Apcar* from Calcutta:—Encountered strong monsoon, with heavy rain and squally weather this morning at 1 a.m., before entering Hongkong.

Str. *Bullmouth* from Singapore:—Very strong S.W. monsoon all the way from there, increasing as ship proceeded North, outside Gap Rock last night very heavy squall from S.W. with thick rain, otherwise nothing unusual.

Vessels in Port.

STEAMERS.

Amara, Br. s.s., 1,566, C. J. Mattock, 14th July,—Saigon 10th July, Rice and Flour.—I. M. & Co.

Athenian, Br. s.s., 2,440, S. Robinson, 4th July,—Vancouver, B.C. 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.

Borneo, Ger. s.s., 2,168, J. Spiesen, 13th July,—Sandakan 8th July, Timber and Gen.—M. & Co.

Dagmar, Ger. s.s., 950, C. Gosewisch, 14th July,—Canton 13th July, Gen.—M. & Co.

Elisabeth Rickmers, Ger. s.s., 997, G. Gotche, 13th July,—Bangkok 7th July, Rice.—A., K. & Co.

Himera, Br. s.s., 1,224, Lockhart, 14th July,—Manila 10th July, Gen.—S., T. & Co.

Hopsang, Br. s.s., 1,319, J. M. Hay, 13th July,—Sourabaya 4th July, Sugar.—J., M. & Co

Kensington, Br. s.s., 2,247, Dower, 14th July,—Callao via Panama and Yokohama 24th May, Gen.—Order.

Kumsang, Br. s.s., 2,077, E. J. Buller, 10th July,—Singapore 5th July, Gen.—J., M. & Co.

Macquarie, Br. s.s., 2,073, St. John George, 8th July,—Kobe via Moji and Amoy 21st June, Gen.—G., L & Co.

Ovid, Br. s.s., 2,686, Cubett, 13th July,—Moji 8th July, Coal.—M. B. K.

Perla, Br. s.s., 1,287, A. H. Notley, 13th July,—Saigon 9th July, Rice and Flour.—S., T. & Co.

Quang Nam, Fr. s.s., 710, V. Jean, 15th July,—Saigon 10th July, Rice and Gen.—B. & Co.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil.—D. & Co., Ld.

Sishan, Br. s.s., 845, A. Jones, 12th July,—Iloilo 8th July, Sugar and Sampan Wood.—B. & Co.

Tean, Br. s.s., 1,345, A. Sommerville, 16th July,—Manila 13th July, Ballast.—B. & S.

Tsinan, Br. s.s., 1,460, C. Lindbergh, 15th July,—Melbourne 8th June, and Manila 12th July, Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,—New York 10th Dec., 1903, Case Oil.—S. O. Co.

Ibadan, Br. sch., 473, W. Winch, 5th July,—Manila 24th June, Ballast.—E. A. T. Co.

Kentmere, Br. bq., 2,334, Burch, 14th June,—New York 29th Jan., Kerosine.—S. O. Co.

Maria Lee, Ital. bq., 1,118, D. Urso, 9th April,—Freemantle 7th Feb., Sandalwood.—Order.

Trongate, Br. bq., 949, A. Hutton, 28th May,—Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Vale of Doon, Sarawak bq., 669, J. Petersen, 22nd June,—Rajang, (N.W. Borneo) 6th June, Timber.—S., W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Tjipanas	Moji	C. J. J. L.	July 18
Tjilatjap	Macasar	C. J. J. L.	July 18
Baralong	Singapore	N. Y. K.	July 18
Roon	Foochow	M. & Co.	July 19
Rubi	Manila	S., T. & Co	July 19
Coptic	Shanghai	O. & O. Co	July 20
Preussen	Singapore	M. & Co.	July 20
Persia	Moji	S., W. & Co	July 20
Tartar	Japan	C. P. R. Co	July 21
Java	Singapore	P. & O. Co.	July 22
Nippon	Singapore	S., W. & Co	July 22
Empire	Timor	G., L. & Co	July 23
Emp. of China	Vancouver	C. P. R. Co	July 25
Tourane	Singapore	M. M.	July 25
Arabia	Portland	P. & A. Co	Aug. 5
Korea	San F'cisco	P. M. Co.	Aug. 8

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder	at	Kowloon	Dock.
U.S.S. Helena	"	"	"
Ibadan	"	"	"
Shanghai	"	"	"
Dagmar	"	"	"
Chuen Tiao	"	"	"
Elisabeth Rickmers	"	"	"
U.S.S. Callao	"	"	"
Sishan	"	Cosmopolitan	"

Ships Passed The Canal.

Outward—1st June—*Germanicus, Siam, Indrawadi.* 4th June—*Silvia.* 10th June—*Jumna, Nippon.* 18th June—*Rhein.* 25th June—*Java, Venus.* 28th June—*Gneraseo, Andalusia.* 2nd July—*Tourane.* 6th July—*Roehampon, Glenesk, Selsdon, Merionethshire, Marburg, Jesmond, Austria, Ratho.* 8th July—*Malacca, Macduff, Menelaus.* 12th July—*Dragoman, Prinz Heinrich.* 15th July—*Marquis Bacquehem, Armenia, Glaucus, Sambia, Scandia.*

Homeward—1st June—*Brisgavia.* 25th June—*Ping Suey.* 6th July—*Sachsen, Carl.* 8th July—*Glenturret, Strassburg.* 12th July—*Deucalion.* 15th July—*Pera, Polynesien, Pak Ling.*

Arrivals at Home—1st June—*Idomeneus.* 4th June—*Abessinia, Annam.* 7th June—*Tydeus.* 14th June—*Trieste, Glenroy, Formosa, Palawan.* 18th June—*Telemachus.* 22nd June—*Suevia.* 25th June—*Antenor.* 28th June—*St. Indrawadi, Bede, Saxonia.* 2nd July—*Ernest Simons.* 6th July—*Benalder, Bayern, Achiller.* 12th July—*Shimosa, Artemisia, Jason, Manila.* 15th July—*Oldenburg, Alcinous, Prometheus, Australien.*

Post Office

A Mail will close for:—

Canton—Per *Honam*, 19th July, 7.30 A.M.

Singapore, Penang and Calcutta—Per *Kumsang*, 19th July, 11 A.M.

Macao—Per *Heungshan*, 19th July, 1.15 P.M.

Yokohama and Kobe—Per *Tsinan*, 19th July, 3 P.M.

Kobe—Per *Ovid*, 19th July, 3 P.M.

Samshui, Shiuhing, Takhing and Wuchow—Per *Kongmun*, 19th July, 4 P.M.

Kongmoon and Kumchuk—Per *Lintan*, 19th July, 5 P.M.

Canton—Per *Kinshan*, 19th July, 5 P.M.

Swatow, Amoy and Foochow—Per *Triumph*, 19th July, 5 P.M.

Swatow, Amoy and Foochow—Per *Thales*, 19th July, 5 P.M.

Canton—Per *Hankow*, 20th July, 7.30 A.M.

Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 20th July, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Roon*, 20th July, 11 A.M.

Macao—Per *Heungshan*, 20th July, 1.15 P.M.

Shanghai—Per *Spezia*, 20th July, 3 P.M.

Manila—Per *Tean*, 20th July, 4 P.M.

Canton—Per *Powan*, 20th July, 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 20th July, 5 P.M.

Canton—Per *Kinshan*, 21st July, 7.30 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 21st July, 11 A.M.

Macao—Per *Heungshan*, 21st July, 1.15 P.M.

Foochow and Shanghai—Per *Himera*, 21st July, 3 P.M.

Cebu and Iloilo—Per *Kaifong*, 21st July, 4 P.M.

Kongmoon and Kumchuck—Per *Lintan*, 21st July, 5 P.M.

Canton—Per *Fatshan*, 21st July, 5 P.M.

Canton—Per *Powan*, 22nd July, 7.30 A.M.

Kudat and Sandakan—Per *Borneo*, 22nd July, 8 A.M.

Macao—Per *Heungshan*, 22nd July, 1.15 P.M.

Shanghai and Yokohama—Per *Nippon*, 22nd July, 3 P.M.

Swatow, Chefoo and Tientsin—Per *Kansu*, 22nd July, 4 P.M.

Canton—Per *Honam*, 22nd July, 5 P.M.

Canton—Per *Fatshan*, 23rd July, 7.30 A.M.

Straits and Moulmein—Per *Persia*, 23rd July, 1 P.M.

Macao—Per *Heungshan*, 23rd July, 1.15 P.M.

Manila—Per *Rubi*, 23rd July, 9 A.M.

Europe, &c., India, *via* Tuticorin—Per *Tonkin*, 26th July, 11 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, and Melbourne—Per *Yawata Maru*, 29th July, 3 P.M.

Manila—Per *Zafiro*, 30th July, 9 A.M.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 30th July, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Ballaarat*, 30th July, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 3rd Aug., 11 A.M.

Books containing:—
16 Postage Stamps of 4 cents
12 " " " 2 "
12 " " " 1 "
may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price $1.00 each book.

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Bingham, Mr. & Mrs. T. E. and child
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Bishayn, P.
Bisney, Mr. and Mrs. S.
Bisney, Miss
Bissell, W. S.
Blackwell, A. E.
Blackwell, T. C.
Boggan, Mr. & Mrs. R.
Bonner, E. A.
Bontinon, L.
Boome, Capt.
Borthwick, Mr. & Mrs. R. W.
Boyce, W. B.
Chia Keng-chin
Clark, W. G.
Clarke, T.
Connell, J. J.
Cunningham, G.
Darby, A. J.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Derbyshire, J. H.
Dick, I. T.
Donnison, F. C.
Douglas, Capt. & Mrs. J.
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Whitton, Mrs. A. M. and child
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Bunny, Lieut.-Col. and Mrs. F. W.
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Chapman, A.
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Stopliton, Mr.
Stopnai, Mr.
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Watson, Comdr. and Mrs.
Watson, Mr. and Mrs. M.
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Trenmann, Capt.

CHINA COAST METEOROLOGICAL REGISTER.

July 17th, 1904, a.m.

		Bar.	Th.	Hu.	Wind		W.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.80	—	—	—	0	—
Hakodate	"	29.81	—	—	—	0	—
Tokio	"	29.94	—	—	—	0	—
Kochi	"	29.91	—	—	—	0	—
Nagasaki	"	29.95	—	—	SE	2	—
Kagoshima	"	29.95	—	—	—	0	—
Oshima	"	29.92	—	—	—	0	—
Naha	"	29.93	—	—	SE	0	—
Ishigakijima	"	29.77	—	—	S	8	—
Taihoku	5 a.m.	29.59	—	—	E	4	—
Taichu	"	29.60	—	—	—	0	—
Tainan	"	29.61	—	—	SE	6	—
Koshun	"	29.67	—	—	S	4	—
Pescadores	"	29.56	—	—	S	6	—
Weihaiwei	9 a.m.	29.83	79	—	SE	2	—
Gutzlaff	"	29.71	80	87	SSE	6	cm
Sharp Peak	"	29.58	81	91	SE	3	o
Amoy	6.30 a.	—	—	—	—	—	—
Swatow	9 a.m.	—	—	—	—	—	—
Canton	"	29.54	86	80	N	1	c
Hongkong	10 a.m.	29.50	83	85	W	1	o
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.53	—	—	W	5	—
Macao	"	29.49	84	—	W	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	SSW	1	—
Iloilo	"	29.86	83	—	W	0	b
Cebu	"	29.89	85	—	—	0	c
C. St. James	10 a.m.	—	—	—	—	—	—

July 18th, 1904, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.53	—	—	S	2	—
Hakodate	"	29.58	—	—	SW	10	—
Tokio	"	29.71	—	—	—	0	—
Kochi	"	29.72	—	—	W	2	—
Nagasaki	"	29.79	—	—	SE	4	—
Kagoshima	"	29.83	—	—	—	0	—
Oshima	"	29.80	—	—	—	0	—
Naha	"	29.77	—	—	—	0	—
Ishigakijima	"	29.74	—	—	S	8	—
Taihoku	5 a.m.	29.63	—	—	—	0	—
Taichu	"	29.64	—	—	—	0	—
Tainan	"	29.65	—	—	SE	4	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	29.63	—	—	S	8	—
Weihaiwei	9 a.m.	29.71	72	—	E	2	—
Gutzlaff	"	29.58	81	87	S	4	bv
Sharp Peak	"	29.56	79	87	S	3	o
Amoy	6.30 a.	29.58	75	95	—	0	o
Swatow	9 a.m.	—	—	—	—	—	—
Canton	"	29.52	79	65	SW	2	d
Hongkong	10 a.m.	29.54	80	78	S	4	odq
Victoria Peak	"	—	—	—	SSW	4	—
Gap Rock	"	29.52	—	—	SW	5	—
Macao	"	29.50	80	—	SSW	2	od
Haiphong	"	—	—	—	—	—	—
Manila	"	29.84	86	65	—	0	o
Bacolod	9 a.m.	—	—	—	SSW	2	c
Iloilo	"	29.87	83	—	W	—	b
Cebu	"	29.90	86	—	S	1	c
C. St. James	10 a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Shanghai
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Wusung
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Hongkong
Espiègle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Wei-hai-wei
Glory *	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Humber	storeship	1,640	—	800	Commander J. D. Daintree	Shanghai
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Shanghai
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander J. A. Gregory	Shanghai
Kinsha	river gunboat	—	4	—	Lieut.-Commander G. B. Powell	Chungking
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Wei-hai-wei
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Hongkong
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phœnix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtsze
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rinaldo	sloop	980	10	1,400	Commander D. St. A. Wake	Singapore
Robin	river gunboat	85	2	240	Lieut.-Commander John P. Irven	West River
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	9,000	Captain C. H. H. Moore	Potswittenham
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Wuhu
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Wusung
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Hankow
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	363	3	200	Lieut.-Commander R. H. Keats	Ichang
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vestal	sloop	980	6	1,400	Commander S. St. John Farquhar	Shanghai
Virago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	620	—	450	Lieut.-Commander Ernest C. Hardy	Shantung
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Shanghai
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Chungking

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Egypt*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on the 12th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th July, 1904. [4

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
*Hyades**.....	3,753	Geo. Wright...	Ab. July 30
Shawmut ...	9,000	W. M. Smith...	Sept. 1
Tremont.....	9,600	T. W. Garlick..	Oct. 1
Shawmut.....	9,600	W. M. Smith...	...
Tremont.....	9,000	T. W. Garlick.	...
Lyra †.....	4,417	G. V. Williams	...

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ...	9,600	W. M. Smith...	Ab. Aug. 12
Tremont.....	9,600	T. W. Garlick.	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 13th July, 1904. [12

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *China* and *Somali*.
From Australia, *ex* S.S. *Britannia*.
From Calcutta, *ex* S.S. *Syria*.
From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th July, 1904 [4

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HIMERA,"

Captain L. H. Lockhart, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Co., at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 20th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 14th July, 1904. [837

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENROY,

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 12th July, 1904. [826

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 19th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th July, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 19th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1904. [9

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation ...	80,000	$125	$125	$10,000,000 $600,000 $250,000	$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8¾=$22.994 for half-year ending 31.12.1903	6½ %	$660 buyers London £68½
National Bank of China, Limited	48,453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5½ %	$38 buyers
Do. (Founders')	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,750,000 $569,143 $784,445 $906,872	$1,959,926	$32 for 1902	5⅓ %	$545 sellers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$900,000 $151,992 $331,343 $322,134	Nil.	$4 for year ended 30.4.1903	6¼ %	$64 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 274,589	Final of £1 making £2 for 1902	...	Tls. 67½
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,794	$186,284	$12 for 1902	9½ %	$130
Canton Insurance Office, Limited	10,000	$250	$50	$1,300,000 59,000	$110,551	$15 for 1902	7 %	$210
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,170,288	$371,110	$22½ for 1902	7¼ %	$310 buyers
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $125,675 $2,56	$329,047	$6 dividend & $1 bonus for 1902	8 %	$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $633,000 $149,409	$41,538	$1½ for second half-year 1903	10½ %	$29
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	$108 ex div.
China and Manila Steamship Company, Limited	30,000	$50	$50	none	Dr. $63,123	$5 for 1900	...	$25½ sa. and b.
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,935	Nil.	$3 for year ended 30.6.1903	8½ %	$35½
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$60,000 $15,093	$1,287	$1.80 & b. 40 cts $0.90 & b. 20 cts. for year ending 30.4.04	6½ % 4½ %	$35 buyers $25 buyers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $21,075 $18,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903	8½ %	$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	6⅔ %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4½	9⅓ %	Tls. 47 buyers
Do. (Preference)	100,000					Tls. 1¾ making Tls. 3½	7½ %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Final of $7 making $12 for 1901	...	$185 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $73,905	$3 for 1897	...	$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03	4¼ %	Tls. 60 sales
MINING.								
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$490 sales
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4 873	Dr. £7,236	No. 12 of 1/-	...	$7¾ buyers
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 7½
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$17,500	$425,340	$6 dividend and $1 bonus for second half year 1903	6½ %	$217 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7½ %	Tls. 151 sa. & b
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$1,950,000	$43,732	$6 for 2nd half year 1903	4½ %	$255
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus $7 dividend } for 1903	6½ % 6½ %	$200 buyers $110
Do. (Preference)	2,750							
Howarth Erskine, Limited	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,989 $250,000	$28,015	Final of $2½ making $5 for 1903	4½ %	$113 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7½ %	Tls. 150 buyers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9⅔ %	Tls. 187½ sales
New Amoy Dock Company, Limited	6,000	$67½	$67½	$55,500	$489	$1½ for 1903	4½ %	$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$500,000	$51,966	Final of $6 making $12 for 1903	7½ %	$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 112 ex div.
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7½ %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$636	$2.60 for 1903	7½ %	$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Final of 1.70 making $3.20 for 1903	5½ %	$60
Hongkong Hôtel Company, Limited	12,000	$50	$50	$100,000 $10,771 $20,000	$3,161	$5 for second half-year 1903	7½ %	$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$22,500	$16,301	$2½ for year ended 30.6.30	7½ %	$34
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	7¼ %	Tls. 12 sellers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	.....	.....	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	$20	$20	none	$4,989	$5 for the year ending 28.2.1903	12½ %	$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½	...	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,607 $50,000	$99,177	90 cents for 1903	7½ %	$12½
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12½ %	Tls. 30
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,608	Tls. 26,389	4 % for 1897	...	Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$.0	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03	6¾ %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9½ %	Tls. 63½ sales
Alhambra, Limited	300	$200	$200	$43,000	$57	$125 for year ending 30.6.1900	...	$200
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903	5 %	$30
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	60 cents for 1903	6 %	$10½ buyers
A. S. Watson & Co., Limited	60,000	$10	$10	$250,000 $25,000	$2,883	Final of 50 cents making $1 for 1903	7½ %	$14
Watkins, Limited	10,000	$10	$10	$4,802	$1,042	$1 for 1903	13½ %	$7¾ buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	7 %	$70
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$55,000	$1,171	80 cents for 1903	8½ %	$9½
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $5	none	$1,747	$1.00 10 cents } for year ending 30.4.1903	7½ % 6½ %	$13½ ex div. $7¾ ex div.
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,805	£7,387	£1 div. and 2/- bonus for 1902	...	$160 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Final of Tls. 3½ and bonus of Tls. 1½ making Tls. 8½ for 1903	7¾ %	Tls. 112½ buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T. Tls. 135
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	..	T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Final of $1½ making $3½ for 1903	12 %	$29½ sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Final of $7 making $12 for year end. 29.2.04	9½ %	$125 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	7¼ %	$140
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	7½ %	$48 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Final of $12 making $16 for 1903	7½ %	$225 buyers
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9½ %	$160 buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$30,000	$4,283	$20 for year ending 30.11.1903	7½ %	$280 buyers
Dairy Farm Company, Limited	10,000	$7½	$6	$20,000	$3,029	$1½ for year ending 31.7.1903	6½ %	$10 sales
Campbell, Moore & Co., Limited	1,200	$10	$10	$5,500	$596	$3 for 1903	8½ %	$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	4 % for 1903	...	$5
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$14,000	$119	90 cents $29.70 } for year ended 31.5.1903	8½ % 14½ %	$10½ buyers $210 buyers
Do. (Founders')	100	$10	$10			None	...	$1½ buyers
Tebrau Planting Company, Limited	20,000	$5	$5	none	Dr. $42,551	Interim of 70 cents	8 %	$19 buyers
Hongkong Steam Waterboat Company, Limited	7,500	$10	$10	none	$1,548	None	...	$9½ buyers
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	Interim of 50 cents for 1903/4	9½ %	$10½ buyers
William Powell, Limited	12,000	$10	$10	none	$4,757	First quarterly of Tls. 10, paid 15.3.04	13½ %	Tls. 29½ buyers
Maatschappij. tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	Second do. Tls. 10 „ 15.8.04		
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71½ buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 buyers
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Final of $1.20 making $2.70 for 1903	12 %	$23 sellers
Do. (Founders')	123					None	...	$100
Do. (New Issue)	24,000	$15	$7½	.....	.....	First year	...	$7½
E. L. Mondon, Limited	7,500	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9¾ %	Tls. 65 buyers
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9¾ %	$135 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	$14 buyers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	8 %	$95 buyers
Maynard and Company, Limited	3,400	$10	$10	none	$803	12 for year ended 31.10.1903	8 %	$56 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	.....	.....	First year	...	$50
South China Morning Post, Limited	6,000	$25	$25	.....	.....	First year	...	$25

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